

Alternative	Alternative Description
Alternative 1: No Build	No substantial improvements beyond those in the County's CIP or MWCOG's Constrained Long Range Transportation Plan (CLRP) for 2035.
Alternative 2: Transportation System Management (TSM)/Transportation Demand Management (TDM)	<p>At-grade pedestrian and bicyclist facility enhancements with lower cost improvements such as signal phasing or timing modifications, traffic calming measures, transit station improvements and encouraging the use of bicycles and telecommuting.</p> <p>TSM Measures could include:</p> <ul style="list-style-type: none"> <li>Combining a pedestrian only signal phase with SB left turn phase during a.m. peak</li> <li>Lengthening SB left turn storage</li> <li>Providing pedestrian enhancements such as flashing caution lights, raised and/or textured pavement, lighted crosswalks, larger median refuge areas, etc.</li> <li>Converting South Wood Road to exit only and North Wood Road to entry only,</li> <li>Prohibiting left turn movements in and/or out of South Wood Road/South Drive during peak hours</li> <li>Adding a Kiss and Ride or Park and Ride lot to the east (NNMC) side of MD 355.</li> </ul>
Alternative 3: Grade Separation of MD 355 Under South Wood Road/South Drive	MD 355 lowered to cross under South Wood Road/South Drive, which would be reconstructed to provide through movements only (without a signal) for vehicles, pedestrians and bicycles at its existing grade. Vehicle access to MD 355 would be provided via a relocated at-grade intersection 400 feet north of the South Wood Road/South Drive crossing.
Alternative 4: Diamond Interchange	MD 355 lowered to cross under South Wood Road/South Drive as a diamond interchange providing access to/from MD 355 and through movements between NIH and NNMC for vehicle and pedestrians/bicycles.
Alternative 5: Double Left Turns with Pedestrian Crossing	Double left turn lanes from southbound MD 355 into NNMC and from NIH to northbound MD 355. These additional turn lanes are intended to improve traffic operations. One of the five pedestrian crossing options will be included with this alternative.
Alternative 6: NIH Jug Handle with Pedestrian Crossing	All existing left turning vehicle movements (both into and out of NIH and NNMC) relocated to a new signalized intersection approximately 400 feet north of the South Wood Road/South Drive intersection and existing South Wood Road/South Drive intersection reconfigured to accommodate through movements between NIH and NNMC and along MD 355. One of the five pedestrian crossing options will be included with this alternative.
Alternative 7: NNMC Jug Handle with Pedestrian Crossing	Existing southbound left turn movements relocated further south to tie-in with jug-handle lanes off northbound MD 355 that provide northbound access to NIH, and northbound and southbound access to NNMC. No inbound traffic would be permitted at existing South Wood Road. One of the five pedestrian crossing options will be included with this alternative.